

NORRIS.—In our especial desire that all letters pertaining to the business of the Louisville Journal should be addressed, not to the senior editor as many now are, but to the firm.

SOUTHERN PACIFIC R. & D. FOWLER.—We are gratified to learn that the recent meeting of stockholders in this city has completed and given new impulse to the affairs of the Southern Pacific. The President and his associates consider it a point of great difficulty and his clear perception of the means of extrication, have created confidence and caused them to interest in determining how prompt and efficient cooperation with him. He has no fear of the difficulties he will encounter. So long as other plans which will come up will meet him, his time will be spent to the best advantage. We trust he will be successful in his efforts.

RIVER AND STEAMBOAT MATTERS

The river is still falling. Last evening there were 28 inches water in the canal by the mark. Boats drawing 3 feet passed through without difficulty.

The last arrival from below is the *Time*. Her captain reports the John Thompson ground at Southeastern and the J. W. Cheeseman at Slim Island. The *Time* is bound for the Gulf of Mexico.

The weather since Friday has been so cool as to make life comfortable.

The Temper.—This fine and very light freight steamer will leave for Louisville this evening. She is bound for New Orleans, where she will load cotton and a half a specie.

She is to call at Keokuk, Iowa, and in the morning will be at the mouth of the Mississippi.

The *Enterprise*, Capt. C. H. Smith, will be at the mouth of the Ohio River.

The *Enterprise* will leave for Memphis this evening.

The *Enterprise* is a cabin and well-wooded.

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RAILROADS.

1858. CHANGE OF TIME ON THE

JELLY SPRINGS RAILROAD.

OCTOBER 1. - Monday, July 11, 1858. Train will leave Jelley Springs at 10 A.M., and return at 5 P.M.

Sundays Excepted.

Cincinnati, Chicago, and Indianapolis Express stage.

St. Louis, Dr. Evans, and St. Louis Express stage.

The P. M. Train on Saturday goes to New Orleans, where connections are made for St. Louis and Chicago.

Our Train on Sunday goes to New Orleans, and Chicago.

For Peoria, Toledo, and St. Louis.

The Train via Indianapolis and Terre Haute to St. Louis.

The Train via Indianapolis and Louisville to St. Louis.

The Daily Train for Indianapolis and the Far West.

The Daily Train to Chicago (only exchange of cars).

Louisville and Frankfort and Lexington and Frankfort Railroads.

Summer Arrangement for 1858.

OCTOBER 1. - Monday, July 11, 1858. Train for Louisville, via Indianapolis, and Terre Haute, via Dr. Evans, and St. Louis Express stage.

Contract made and daily tickets issued for lighting railroads and steamers in the East, West, and Northern routes.

New York, Boston, and Philadelphia.

The Daily Train for Indianapolis and the Far West.

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MISCELLANEOUS.

LAKE SUPERIOR LINE.

1858. STEAMER IRON CITY.

LEAVES JELLEY SPRINGS AT 10 A.M.

WEEKDAYS.

TUESDAY, JULY 11, 1858.

JELLEY SPRINGS, 10 A.M.

TUESDAY, JULY 11, 185